National Transportation Safety Board
Washington, DC 20594

Brief of Incident

Adopted 12/30/2003

CHI03IA096
File No. 14535 | 03/18/2003 | Saginaw, MI | Aircraft Reg No. N1114N | Time (Local): 22:25 EST

Make/Model:	Cessna / 208B
Engine Make/Model:	Pratt & Whitney / PT6A
Aircraft Damage:	Minor
Number of Engines:	1
Operating Certificate(s):	None
Name of Carrier:	Mid Atlantic Freight, Inc.
Type of Flight Operation:	Non-scheduled; Domestic; Cargo
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Last Depart. Point:	Traverse City, MI
Destination:	Same as Accident/Incident Location
Airport Proximity:	On Airstrip
Airport Name:	MBS International
Runway Identification:	5
Runway Length/Width (Ft):	8002 / 150
Runway Surface:	Asphalt
Runway Surface Condition:	Dry

Condition of Light:	Night/Dark
Weather Info Src:	Weather Observation Facility
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	10.00 SM
Wind Dir/Speed:	040 / 012 Kts
Temperature (°C):	0
Obstr to Vision:	None
Precipitation:	None

Pilot-in-Command Age: 24

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea; Glider
Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft:	4821
Last 90 Days:	Unk/Nr
Total Make/Model:	3330
Total Instrument Time:	816

The pilot executed an emergency landing after reporting smoke in the cockpit. The aircraft sustained minor damage during the incident. The pilot was treated at a local hospital and released. Shortly before landing the pilot reported noticing smoke in the cockpit. He reported he opened a vent, which cleared the smoke, and subsequently landed without incident. After landing, however, the vent did not adequately clear the smoke. He taxied to the ramp and emergency personnel assisted him from the aircraft. Rescue personnel reportedly examined the aircraft for the source of the smoke. Although they noted an occasional odor, it was not strong enough to indicate a definite origin. There was no evidence of a fire. A post-incident review determined the engine bleed air pressure regulator had failed, allowing unregulated bleed air into the deice system. The temperature of the unregulated P3 air may be as high as 607 degrees Fahrenheit. The bleed air is routed through a supply line which runs through the left side door post. The line is constructed of thin-walled aluminum tubing and is wrapped in anti-chaffing tape. The source of the smoke was the tape which became overheated due to the unregulated bleed air. The pressure regulator and pneumatic supply line were replaced. The aircraft was subsequently returned to service and, after monitoring several flights, the problem did not recur.

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings
1. (C) BLEED AIR SYSTEM,GOVERNOR - FAILURE,TOTAL
2. (F) BLEED AIR SYSTEM,LINES - OVERTEMPERATURE

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this incident as follows.
Failure of the engine bleed air pressure regulator. A contributing factor was the anti-chaffing tape on the air supply line.